



## LOCAL LAND TRUSTS

*The following organizations are dedicated to preserving land in areas adjacent to the Maryland Historic National Road Scenic Byway.*

### **Maryland Environmental Trust**

100 Community Place

First Floor

Crownsville, MD 21032-2023

(410) 514-7900 or call toll free:

1-877-514-7900

[www.dnr.state.md.us/met](http://www.dnr.state.md.us/met)

### **Maryland Land Trust Alliance**

[www.mdlandtrusts.org/](http://www.mdlandtrusts.org/)

[land\\_trust\\_info.htm](http://land_trust_info.htm)

### **Maryland Mountain Trust**

Contact: Marcia Simmers

PO Box 604

Grantsville, MD 21536

(301) 746-8989

Treasurer: Jeffrey Conner

2719 Pea Ridge Road

Lonaconing, MD 21539

There are approximately 40 special views that have been identified as part of the corridor partnership planning effort, to date (see sidebar).

Each of these views and the landscapes they represent will need to be acknowledged as part of the county-wide open space plans. In addition, the importance of these views should be communicated to the local land trusts, to see if they overlap with other interests such as agricultural land preservation, greenways, forest preserves, or the needs of other critical areas. The lands visible from the National Road, especially the high quality views, can be incorporated into the creation of additional rural legacy areas. See Scenic Conservation Priorities and Corridor Wide Resources maps (Figure 4-56 through 4-60) for specific locations.

## **Open Space Plans**

Both the high priority preservation needs and the special views found along the Byway must be identified in each jurisdiction's open space plans, which are required as a condition for receiving state open space funding. Care should be taken to ensure that the language put into the open space plans will provide the necessary justification for pursuing state funding. In some cases, the jurisdictions may be able to amend their existing open space plans to incorporate by reference the high priority preservation areas including special views as documented in this Corridor Partnership Plan. This would include the lands that can be seen from the special viewpoints, the settings of historic properties and features, and the features themselves when they relate to open space.

While all jurisdictions along the Byway have adopted comprehensive plans, and for the most part, zoning ordinances, existing open space plans may not incorporate policies that serve to establish the significance of lands associated with the Byway's special views.

The benefit of acknowledging these preservation priorities directly in county plans is that they will then become eligible and/or receive a higher priority for funding from the existing statewide programs and provide the necessary evidence for individual property owners to receive tax benefits for donating conservation easements.

## **Organizing for Preservation and Conservation Action**

The Maryland Department of Planning should take the lead in coordinating actions along the Byway through consultation and encouragement of actions that must be implemented by local government. MDP has access to the statutes for all existing plans and can monitor the timing for plan updates so that appropriate language can be inserted into each of the plans.

The Maryland Historical Trust should provide technical assistance to MDP and local government. At the county and municipal levels, planning staff and historic preservation specialists within planning



*Figure 5-12 Rapidly developing communities along the Byway, such as Catonsville, in Baltimore County, have worked hard to guide change in a manner that takes advantage of its historic qualities.*



offices are available to participate in various initiatives. However, additional responsibilities for Byway planning may not be given as high a priority as may be necessary to achieve results without additional funding to address local planning budgetary and staff needs.

Civic organizations are a key source of leadership and volunteer labor to stimulate the organization and work needed to undertake preservation and conservation action (Figure 5-12). Members of the Citizen Advisory Group will need to play an important role in stimulating action. They need to provide the links to the many civic organizations that have not been involved to date in creating the Corridor Partnership Plan. Such organizations include local historical preservation groups, historical societies, chambers of commerce or other merchants' collaborations, tourism consortiums, and other management entities organized to support existing special-resource designations (especially heritage areas and greenways).

The Citizen Advisory Group must undertake the organizing necessary to achieve a wide variety of actions to implement the planning and studies described above. These actions include:

- Additional National Register designations (especially for historic districts, which require a majority of property owners not to dissent to the designation);
- Comprehensive and Open Space Plan amendments to gain specific recognition of the Byway (its priority preservation areas and features, special views, and related open spaces); and
- Stimulating preservation planning in each jurisdiction.

This Corridor Partnership Plan identifies the locations of each of these important preservation and conservation priorities. The map alone is not enough to preserve the features and views that make the Byway special, however. Recognition and preservation can only be achieved through the actions of individuals participating in the planning process within local jurisdictions.

### **Funding Preservation and Conservation Action**

There are four specific funding areas that should be immediately pursued to implement the strategies described above. These funding ideas are described more specifically in the implementation section of the Corridor Partnership Plan (Chapter 6).

1. Create a dedicated source of funding (the National Road Preservation Fund) whose purpose is to assist private property owners with preservation actions throughout the corridor. The five principal components of the proposed National Road fund would include the following:
  - Revolving Dedicated Loan Fund for Commercial Rehabilitation Projects – to help property owners/developers who want to upgrade historic properties they already own for business use, adhering to the Secretary of the Interior's Standards for Rehabilitation. The fund would be targeted to improving the

### **INCENTIVES FOR PRESERVATION ACTION**

*Potential incentives for historic preservation include the State's Heritage Preservation Tax Credits as well as the Federal historic preservation tax credits.*

*The availability of these credits should be made known to owners of key historic properties along the Byway. Other potential incentives include five-year abatement of local property taxes on the value of the property improvements. In some instances, façade improvement grants could be funded through Community Development Block Grant (CDBG) and other funds.*

*Within certain locally designated neighborhood revitalization areas, the State's Neighborhood Business Development Program (administered by the Maryland Department of Housing and Community Development) provides flexible gap financing to small businesses starting up or expanding. Loans are made to Maryland-based small businesses or to nonprofit organizations whose activities contribute to the revitalization effort. Loans and grants are available in amounts of \$25,000 to \$500,000 for up to 50 percent of total project cost. Where appropriate, the local tourism boards should work with the owners to open these structures to the public.*



- bottom line on project feasibility for preservation projects;
- Pre-construction assistance – to help owners assess the feasibility of rehabilitation and arrive at a rehabilitation plan as a part of their project planning. Design work, Historic Structure Reports, archeology, adaptive reuse surveys, and other pre-construction work are to be supported;
  - Revolving Loan Fund for Purchase and Resale or Lease – to directly purchase commercial or residential properties for resale or lease, or to make loans available to local organizations or agencies for the same. This portion of the program would be targeted to highly vulnerable properties as identified in the National Road Corridor Partnership Plan;
  - Low-Interest Loans for Façade Improvements – available for residences and commercial properties to spruce up their appearance and targeted towards inventoried properties along the National Road corridor; and
  - Administrative Assistance – The National Road Fund requires excellent administration, and its best use will only be accomplished with talented staff providing “circuit rider” technical assistance to make projects happen. We suggest the Fund be allowed to employ at least two staff - a director and a technical assistant along with additional funds for support legal services.
2. Create an additional dedicated source of funding that is part of the National Road Preservation Fund to be used exclusively for stabilization/rehabilitation of State-owned historic structures, including historic bridges and road sections, important to the historic integrity of the National Road.
  3. Special Assessment Program: A permanent source of funding for preservation and conservation action is a critical need. Even the well-funded Rural Legacy Program will not provide enough funds to preserve the legacy of Maryland’s Historic National Road Scenic Byway. An option that needs further consideration and development is the creation of a new “community benefits district” for National Road towns. The district would enable communities along the National Road to jointly raise funds dedicated for use as match to state-based funding sources. The use of the funds would address the issues of enhancements, signage and other improvements needed to create a seamless travel experience for future visitors. This idea needs further analysis and development to determine the feasibility, cost implications, relationship to existing programs (Priority Funding Areas, etc.), and the guidelines for how the program would be implemented. Preliminary ideas include the following:
    - The program could be modeled after Baltimore City’s designation of “community benefits districts”;
    - The program would require state enabling legislation – with the state providing base funding for the entire corridor and matching grants for communities that participate; and
    - Counties and incorporated communities participate at their



option by designing the boundaries and following guidelines incorporated into the state-enabling legislation.

4. Incorporate Byway designation so corridor-related preservation and enhancement projects qualify (or even gain priority) for other types of funding already in place (Priority Funding Areas, Heritage Areas, Rural Legacy Areas, Enterprise Zones, Empowerment Zones).
5. Create a multi-county Rural Legacy designation for critical segments of the Byway. This would enable further protection of scenic views and areas through acquisition of conservation easements and purchase of critical sites, enlisting willing owners in the process.

## Enhancing the Byway

The purpose of this section is to describe the actions needed to enhance the qualities that make the Maryland Historic National Road Scenic Byway an interesting route for travel. In the long term, this includes policies needed to guide the day-to-day decisions of the Maryland State Highways Administration (MSHA) and local jurisdictions in order to make the route safer and more attractive to visitors over time. In the near term, it includes specific projects needed to make the route more interesting and obvious to the casual visitor.

### ***Establishing Priorities for Enhancement Projects***

For the same reasons that preservation actions should be prioritized, enhancement needs must also be prioritized. There are several locations along the Byway where the features and resources originally associated with the route no longer retain their intrinsic qualities (Figure 5-13). More than just mileposts removed, mile houses or inns that have been torn down, or earlier alignments that have been bypassed, there are some locations where the entire environment of the Byway has been transformed. It simply is no longer possible to recognize the historic qualities of the route. For the most part, these areas are located in the urban and suburban areas of the City of Baltimore, Frederick, Hagerstown, and Cumberland. In other places, such as Catonsville or Mt. Airy, the qualities are more evident, but some kind of help is needed to reveal them consistently.

Although much of the route could be “enhanced” in some manner, there is a need to establish priorities for enhancement projects that will have the greatest benefit in achieving the overall goals of this Corridor Partnership Plan. The following priorities are recommended:

- Rehabilitation of areas where noncontributing features, such as unattractive commercial strip development, intrude upon the qualities that are potentially attractive to visitors (e.g., the LaVale Toll House); and
- Highway safety and transportation-related improvements that are needed to make it easier for visitors to follow the Maryland Historic



*Figure 5-13 Frederick’s Golden Mile is an example of an aging commercial strip along the Byway that needs guidance to improve its appearance through the use of landscape, street graphics, lighting, roadside details, and pedestrian facilities. (photo by Kristin Aleshire)*





### PRIORITY FUNDING AREAS

*Beginning October 1, 1998, Maryland's Smart Growth initiative establishes a policy for the use of State funds to support communities and influence the location of development. State funding for projects in Maryland municipalities, other existing communities, industrial areas, and planned growth areas designated by counties will receive priority funding over other projects. Priority Funding Areas are locations where the State and local governments want to target their efforts to encourage and support economic development and new growth and take advantage of existing infrastructure and capital investments as much as possible.*

*The following areas qualify as Priority Funding Areas:*

- \* every municipality;*
- \* areas inside the Washington Beltway and the Baltimore Beltway; and,*
- \* areas already designated as enterprise zones, neighborhood revitalization areas, and existing industrial land.*

*Counties may designate areas as Priority Funding Areas if they meet guidelines for intended use, availability of or planned sewer and water systems, and permitted residential density.*

National Road Scenic Byway and to safely get out of their cars to enjoy and learn about the features found along the way.

It is also important in Maryland to recognize that funding sources and programs at the state level will be focused on areas that are included within the Priority Funding Areas (see sidebar, page 5-16). MSHA funding sources such as Neighborhood Conservation Program, Access 2000, Smart Growth Transit Program, Pedestrian Program, and TEA-21 will give preference for locations within Priority Funding Areas. Existing PFAs along the Byway include:

- From Baltimore City to Howard County, not including Doughoregan Manor;
- The north side of MD 144 in Ridgeville and Mt. Airy;
- From New Market to Frederick to Spoolsville (excluding a small section of 144 where it splits from US 40 west to I-70);
- Boonsboro;
- Funkstown and Hagerstown;
- Clear Spring;
- Hancock;
- Flintstone;
- From Rocky Gap to Cumberland to just east of the Allegany County line;
- High Point and Grantsville (excluding Casselman River Bridge State Park); and
- Vicinity of 219 Intersection near Keyzers Ridge.

### ***Guiding Changes to the "Everyday Landscape"***

One of the important goals of the Corridor Partnership Plan is to make the Maryland Historic National Road Scenic Byway look and feel different from the other roads and corridors in Maryland and the Mid-Atlantic region. Otherwise, why will people travel on this road if it looks just the same as every other place? Obviously, this cannot happen overnight. The recommended approach to accomplishing this goal is the development of a set of simple design guidelines to guide growth, change, and roadside development along the Byway. Over time, if the guidelines are followed, the roadside character can be transformed. The set of simple guidelines will need to work in two different types of settings.

- ***Road and Right-of-Way***  
The road and right-of-way is typically managed by the Maryland State Highway Administration, the City of Baltimore, or in some cases, by localities. As recommended at the November 2000 "Thinking Beyond the Pavement Along the National Road" workshop, a set of design guidelines should be developed for transportation projects, highway safety measures, and routine maintenance and management of the Byway right-of-way in conjunction with localities.
- ***View and Context***  
Localities, including the many property owners that live or own property along the Byway, are responsible for preserving the view.



Simple guidelines are needed to gently guide change and development within the corridor in a manner that is compatible with the Byway's rural farms, homesteads, wooded hillsides, ridgetops, and stream valleys. Urban streets and neighborhoods, and the open space in these places, could also benefit from such guidelines.

While development of guidelines is beyond the scope of this Corridor Partnership Plan, it is important to lay out the types of issues that the guidelines will need to address. MSHA has agreed to examine how guidelines can be developed and will consider developing guidelines for possible use on Maryland's Scenic Byways utilizing the National Road corridor as a pilot project (see sidebar). In the spirit of the adopted approaches for "Thinking Beyond the Pavement," MSHA would work with the localities in developing the guidelines so that change could be jointly managed in a positive manner. The following describes the issues that should be addressed as part of the guideline development effort.

#### *Guidelines for the Road and Right-of-way*

The traditional methods of trying to improve safety on state highways may not be possible or appropriate for scenic roads. These methods have concentrated on physical modifications to the roadway and roadside such as widening lanes and shoulders, adding guiderails, cutting trees, and changing the vertical and horizontal geometry. These techniques will often destroy the visual quality that led to the scenic designation. In addition, by creating a more wide-open look to the road, these techniques reduce the apparent dangers for the driver and result in higher operating speeds. This is especially problematic for scenic roads, since a substantial proportion of the users of these roads are new to the road, wish to drive slowly to enjoy the view, and often include bicyclists.

For scenic roads, therefore, an increase in accidents could possibly be the result of traditional strategies to improve safety, since these techniques would be likely to increase the speed differential between different types of users (visitors and cyclists vs. residents and through-traffic). Guidance is needed in tandem with related engineering design standards and guidelines to assist the MSHA and citizens groups in determining the relevant design issues, and the appropriate solutions that may be employed when work is to be done on the road or roadside.

Some roads, like interstate highways, are built to serve large volumes of high speed through-traffic as safely and efficiently as possible. Other roads like the various routes that comprise the Byway serve to link people with homes, jobs, recreation and leisure, commerce, and cultural institutions (Figure 5-14). Scenic byways are particularly significant in their relationship to recreation and leisure travel – attracting visitors to the state who see the act of "getting there" as

### **THINKING BEYOND THE PAVEMENT ALONG THE BYWAY**

*Many differing types and sizes of highway projects typically occur along a 170-mile corridor that cuts across three MSHA Districts. If considered in advance, highway projects can work to improve the aesthetic qualities of the Byway as well as its safety.*

*MSHA's national leadership in developing concepts of Context Sensitive Design through the Thinking Beyond the Pavement Initiative was brought to the table for an all-day workshop focusing on the Byway.*

*The November 2000 workshop brought together representatives of the PDT and CAG with a group of MSHA staff familiar with Context Sensitive Design including staff from Districts 4, 6 and 7. Several key themes emerged from the discussions:*

- *There was a consensus on the value and need for some type of guidance document to make clear the broad stakeholder interests of the National Road corridor as a scenic byway;*
- *MSHA's Management Committee would need to support the development of such a guidance document, since MSHA policies would be addressed in determining sensitive approaches to various types of projects; and*
- *The wide range of project types anticipated are handled by many different MSHA offices so the guidance document would need to take into account varied procedures for informing project decisions. Information would need to be easily accessible to staff, perhaps by web site.*



*Figure 5-14 Among the most critical roadside development issues facing the Byway is the construction of more left turn, acceleration, and deceleration lanes associated with new subdivision development.*

important as “being there.” The characteristics of the road itself are just as important as the rural or historic character of the place where the visitors are headed.

#### *Using an Appropriate Design Process*

The first step in implementing a more flexible approach to highway design along scenic roads is to utilize a highly interactive process involving all of the stakeholders along the route. In planning for any safety improvements within a scenic road corridor, it is important that a cooperative working arrangement be established whereby all of the interested points of view are included from conception to implementation. With all parties involved the following process should be undertaken.

#### Step 1: Set the Stage for Flexibility

The first step for addressing highway safety improvements along a scenic road must be to establish a set of goals for the project that fairly represent all the aspirations of the various participants. The project description should enumerate the full set of design constraints, which can form the basis for any future design exceptions or waivers that may be required.

#### Step 2: Select Relevant Guidelines

Most work on scenic roads will fall into the category of maintenance or rehabilitation – usually referred to as 3R (Resurfacing, Restoration, and Rehabilitation). The “Green Book” of the American Association of State Highway Transportation Officials (AASHTO), the standard reference for design guidance on highways, “is not intended as a policy for resurfacing, restoration, or rehabilitation (3R) projects” according to its own foreword. Instead, the foreword refers to Transportation Research Board (TRB) Special Report 214, “Designing Safer Roads: Practices for Resurfacing, Restoration, and Rehabilitation” and related publications for guidance, with reference to NCHRP Report 362, “Roadway Widths for Low Volume Roads.” These reports describe procedures for 3R projects and the relationships among safety, cost, tort liability, and geometric design.

#### Step 3: Utilize Design Strategies that Improve Safety While Preserving Scenic Quality

The intent of the guidance of TRB Special Report 214 is to begin with the existing conditions and performance of the road, rather than to design by attempting to meet the numerical design guidelines of the AASHTO Green Book. On a scenic byway, the design of highway upgrades should be based on this “careful fit” approach to ensure that a section of highway targeted for a proposed highway improvement will not look substantially different from the rest of the road afterwards.

There are a number of highway and safety-related changes that are likely to occur along the Byway. These include:

- Changes to highway alignment to lengthen sight lines (the distance



- a driver can see) or address high accident areas;
- Changes to intersections to lengthen sight lines and accommodate turning movements (especially for new subdivisions);
- Changes to roadway widths to accommodate volume;
- Neighborhood Conservation Projects (primarily streetscaping);
- Bridge reconstruction (widening, redecking, etc.);
- Addition of acceleration and deceleration lanes;
- Addition of left turn lanes;
- Changes to roadside drainage;
- Shoulder stabilization;
- Guiderails;
- Resurfacing (“mill and fill”); and
- Addition of bicycle lanes or paths.

In most cases, flexibility is needed in applying 3R guidelines to a scenic byway. This is usually done when there is outside pressure from the public to use a different or more flexible type of treatment. However, many rural communities do not have the resources or expertise to express the need for alternatives. No one stands up for the Byway as a stakeholder in the process. Preparing guidelines for the Byway would help provide guidance for MSHA in the use of alternative treatments to improve both roadside character and safety. Design guidelines should consider safety first.

In preparing alternatives for any required improvements to the Byway, consideration should be given to the following techniques as appropriate for the specific project:

- **Design Speed**  
Consider lowering the design speed instead of altering the roadway. Use “traffic calming” techniques to give drivers the visual clues they need to slow down to the appropriate speed. Using lower design speeds for short stretches, however, is not appropriate and does not promote safety. The sequence of design speeds should be considered approaching built up areas so that there is a transition between high speed stretches of open rural road and the slower speeds within hamlets, villages and urban sections;
- **Traffic Calming**  
Use traffic calming techniques that might be applied to the roadway and roadside to give drivers more opportunities to slow down – for example, alternative shoulder treatments to clearly differentiate between the travelway and the shoulder;
- **“Visual Friction”**  
As an additional traffic calming measure, use roadside landscape improvements to increase texture and visual complexity (trees, stone walls, naturalistic planting and shaping of cut slopes) to give drivers more clues that they are coming to a settled area, and to improve the appearance of intersections;
- **Gateways and Entrances**  
Use signage, creative variation of highway alignment and cross-





*Figure 5-15 Utilizing more attractive guiderails and other roadside details (such as painting the back side of signs brown or black) can gradually improve roadside character along the Byway.*



*Figure 5-16 Reopening pull-offs such as this one along the Byway (Scenic 40) in Washington County will be needed to attract visitors to the route. Although traffic volumes are significantly lower on Scenic 40, a detailed study is needed to determine how to handle traffic entering and exiting this and other, now closed, pull-offs.*

section, and landscape improvements at village entrances to influence driver behavior and reinforce scenic values;

- **Slope Treatment**

In those places where better sight lines are necessary, some slopes may need to be “laid back” or regraded. On an uphill cut, “soil-bioengineering” should be used to hold the bank. Specially adapted types of vegetation are planted to stabilize the slope, eventually allowing the return of mature vegetation to a forested condition. The shape of these slopes is also critical. Where possible, they should be regraded to mimic the shape of the adjoining slopes. In some cases bioengineering may take more room than the use of ‘crib’ or other forms of retaining walls. Variable shaping of uphill slopes is another technique to minimize the impact of improving sight distances. It also takes more room than a standard 2:1 slope;

- **Guiderails and Bridges**

Structures found along scenic byways have a visual effect that can add up considerably (Figure 5-15). Wherever possible, the 3-strand cable is preferred for guiderails because of its transparency. However, there may not be enough room behind the cable to allow for deflection. In these cases more rigid guiderail systems are needed. Over time, the standard W-beam guiderail systems should be replaced by either Cor-ten “rusting” steel (having much less contrast than standard galvanized steel) or a color galvanized box beam. The steel backed wood guiderail, similar to that used by the National Park Service, could be used along the Byway through park and forest lands. For bridge rails, open rails are preferred to solid concrete. There are several horizontal tube bridge railings that are relatively transparent, have been tested, and meet all FHWA requirements. In addition “Texas Type” bridge rails (concrete with openings) have been crash tested and can be used to recreate historic bridge rail designs; and

- **Pull-offs**

There are a number of places along the Byway where people pull off onto a shoulder or grassy strip along the road to appreciate the view (Figure 5-16). Without appropriate places to slow down, or enough room to accelerate from the shoulder, a potential conflict between the casual and regular users of the Byway is created. The difficulty along the Byway is that there are few if any places to construct even small pull-offs for visitors to safely stop and appreciate a panoramic view without impacting existing character of the road. Specific recommendations for pull-offs and waysides have been identified as part of the plan (see page 5-40 and Table 6-1 for more information).

### ***Gently Guiding Change to the View and Context***

The focus on conservation priorities for some form of permanent protection does not mean that other lands should not be considered for conservation action. In fact there is a full range of conservation strategies available to “gently guide” land use change over time along



the MHNRSB. For the Byway, all change is not necessarily bad. The intrinsic qualities of the Byway are enhanced by the visual presence of several layers of history, reflecting changing land use, populations, and styles of architecture. It is important to recognize that change is not only inevitable, but in some cases desirable.

For those areas that are not considered as places where visitors should be encouraged to go, or not considered to be particularly significant cultural landscapes, historic districts or scenic views, some additional design techniques may be useful to improve the general appearances, especially the edge districts around existing towns and cities. The following types of design guidelines should be given additional attention as part of existing comprehensive planning and development review processes for lands along the Maryland Historic National Road Scenic Byway:

- New houses are sometimes constructed so that the homeowner can take advantage of a spectacular view. Care needs to be taken to make sure that new homes don't spoil the view for everyone else (Sidebar, pages 5-22 and 5-23);
- Smaller-scale subdivisions are fast encroaching upon the Byway, especially in Howard, Frederick, and portions of Washington counties. Some approach is needed to reshape the appearance of these subdivisions without placing an undue burden on the developer or property owner;
- Large-scale subdivisions are also encroaching upon the Byway in Howard, Frederick and Washington counties. In some cases, these subdivisions are located within Priority Funding Areas. Design strategies are needed to find ways to accommodate increasing densities within PFAs (Figure 5-17);
- Communication towers are being proposed and constructed based on the need to transmit an unobstructed signal, often conflicting with scenic resource conservation objectives. Towers need to be programmed, designed, and sited according to the least visual impact possible; and
- Aging commercial strips need attention. Issues of signs, building location, parking lot design, lighting, and landscaping need to be addressed. In some cases the aging commercial strips may be eligible for historic district designation!



*Figure 5-17 Guidance is also needed to address the appearance of new development in rapidly suburbanizing landscapes such as the Middletown Valley. (photo by Kristin Aleshire).*

Practical techniques for gently guiding land use change along the Byway are presented below.

#### *Guiding Residential Land Use*

Often the construction of a single house can transform the character of an entire hillside. There are a number of simple measures that can be done to reduce the visual impact of new homes, utility lines and development in and around existing hamlets, without affecting the right of individual property owners to use their land as they see fit.

Throughout the western section of the Byway, new homes are